



**Southern California Association of Governments**

## **2008 RTP Update**

---

### **Preliminary Needs Assessment Freeway Congestion**

**Los Angeles, California  
February 15, 2007**

**System Metrics Group, Inc.**

## As we move towards developing the RTP, we must link investments to needs ...

---

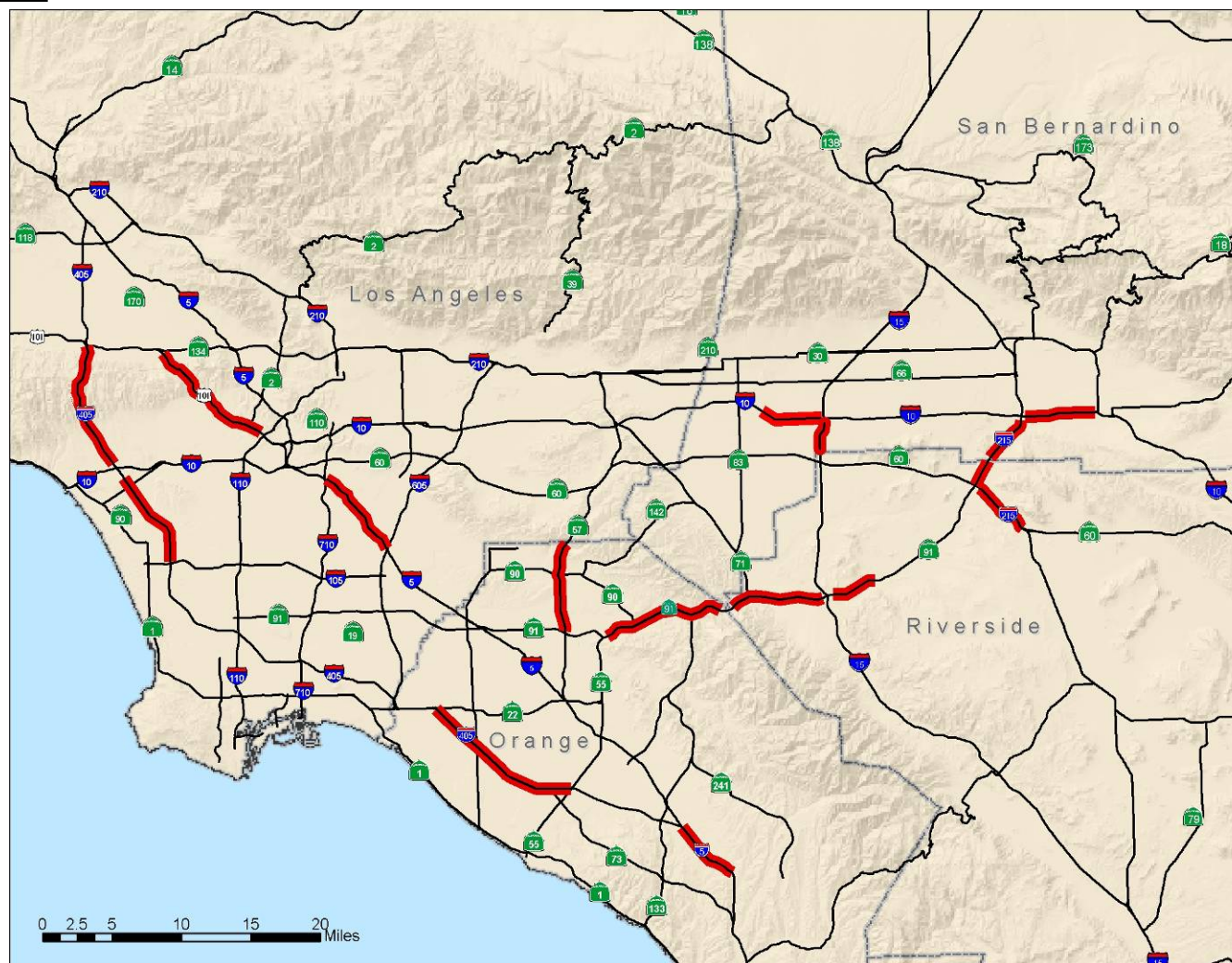
- Needs will be identified based on our performance measures
  - Mobility
  - Accessibility
  - Safety
  - Reliability
  - Productivity
  - Preservation
  - Security
  - Air Quality
- To the extent possible, we need to reach consensus on our major needs
- Then, we need to identify the most cost effective strategies to address these needs

## Today, we want to start by identifying the major freeway mobility needs

---

- Needs were identified using:
  - Primarily SCAG Base Year PM Peak 2003 Travel Demand Model to identify areas with highest delays
  - Caltrans HICOMP to verify congestion locations
  - PeMS, where applicable to identify specific locations
- We considered both speeds and delay to identify the congested areas
- For each county, we identified the four worst congested areas (corridor based)
- If the same analysis were undertaken region-wide, Los Angeles would have the majority of the congested areas

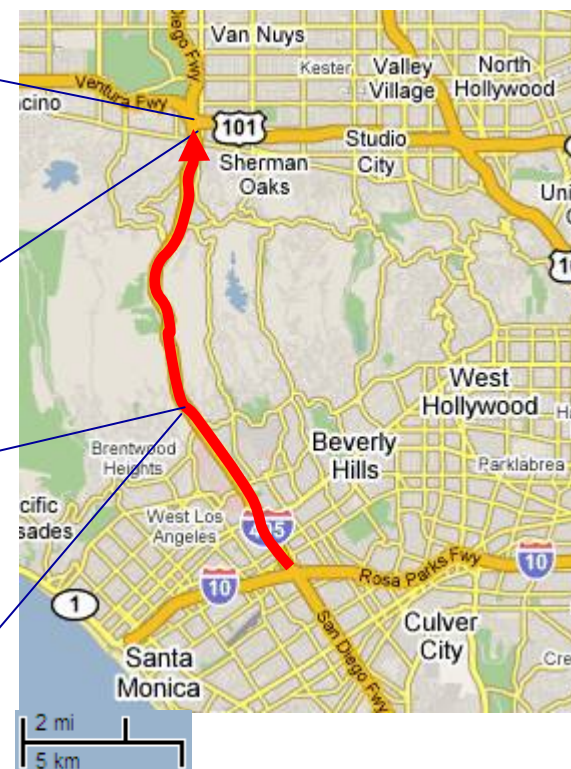
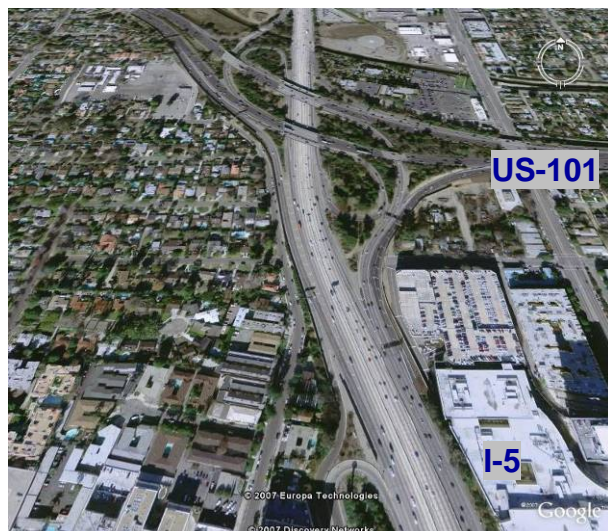
## Major SCAG Region Congested Areas



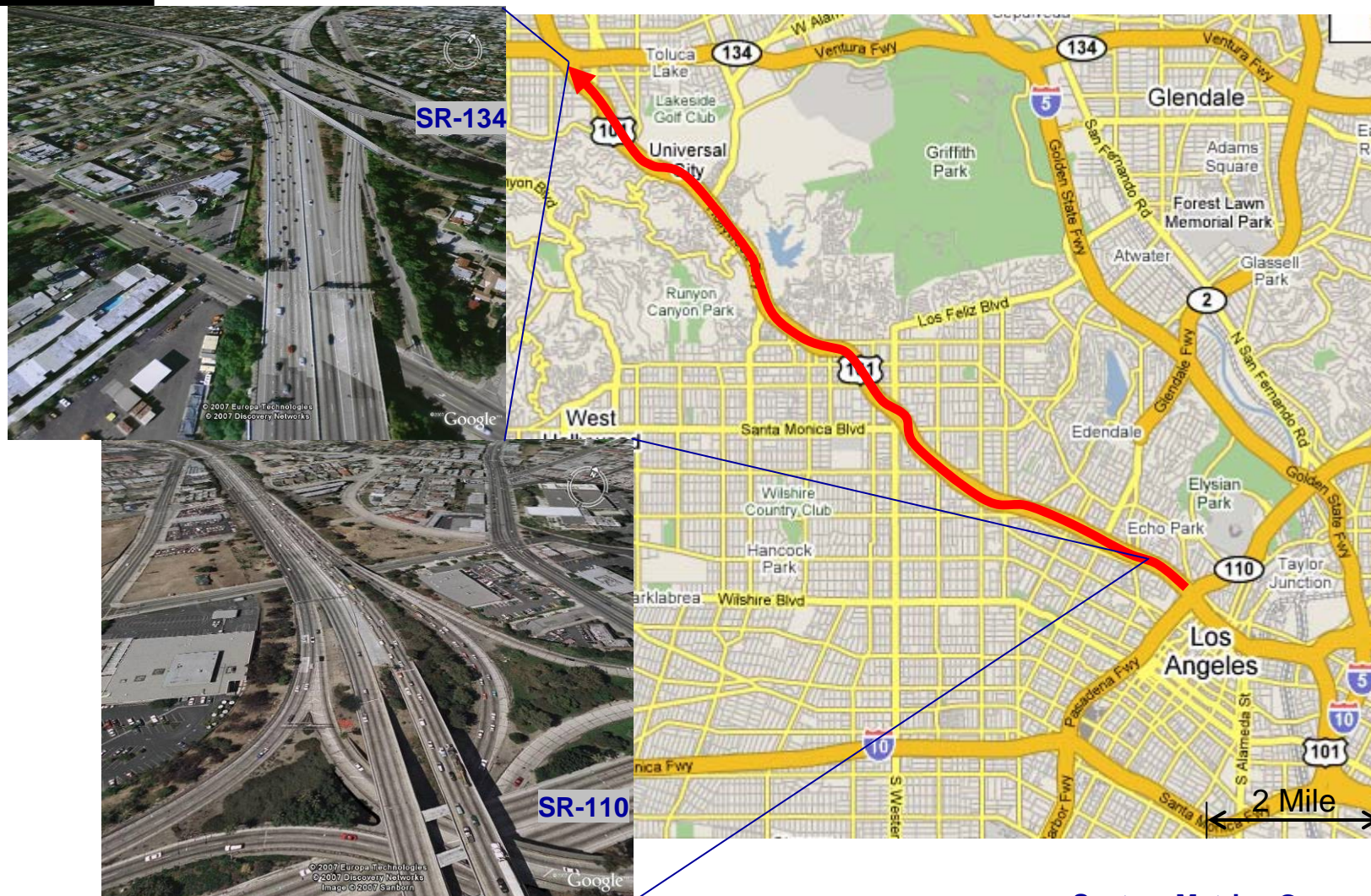
## Major SCAG Region Congested Areas

County	Route	Dir	Location
Los Angeles	405	NB	I-10 to US-101
	101	NB	SR-110 to SR-134
	405	SB	I-10 to I-105
	5	SB	I-710 to I-605
Orange	91	EB	SR-55 to RIV County Line
	57	NB	SR-91 to LA County Line
	5	SB	I-405 to Alicia Pkwy
	405	NB	SR-55 to SR-22
Riverside	91	EB	ORA County Line to I-15
	91	EB	I-15 to SR-60/I-215
	215/60	SB/EB	SR-91/60/215 to SR-60/215
	215	NB	SBD County Line to 91/60/215
San Bernardino	10	EB	I-215 to SR-30
	10	EB	Vineyard Rd to I-15
	215	NB	I-10 to RIV County Line
	15	SB	I-10 to RIV County Line

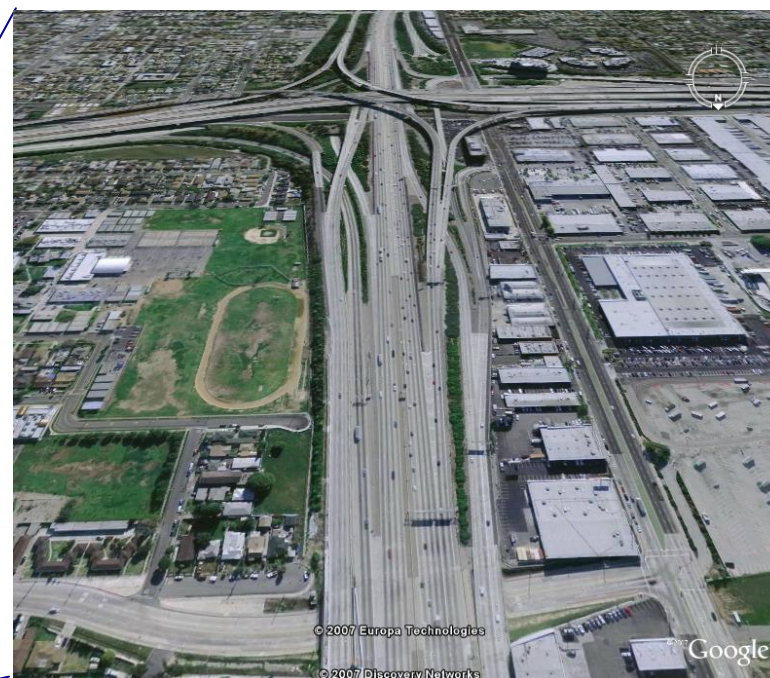
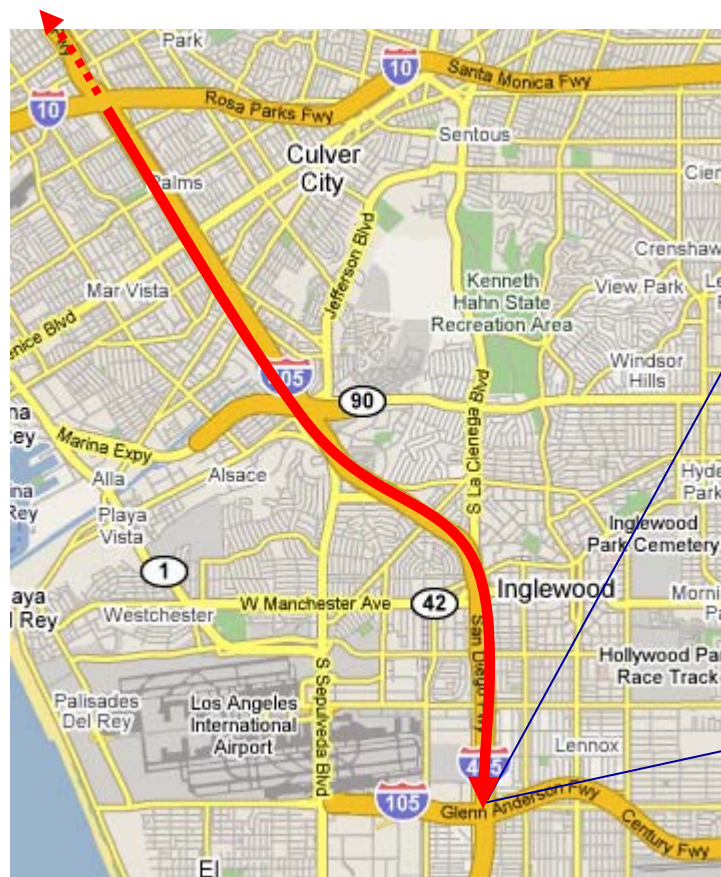
## Los Angeles – I-405 NB from I-10 to US-101



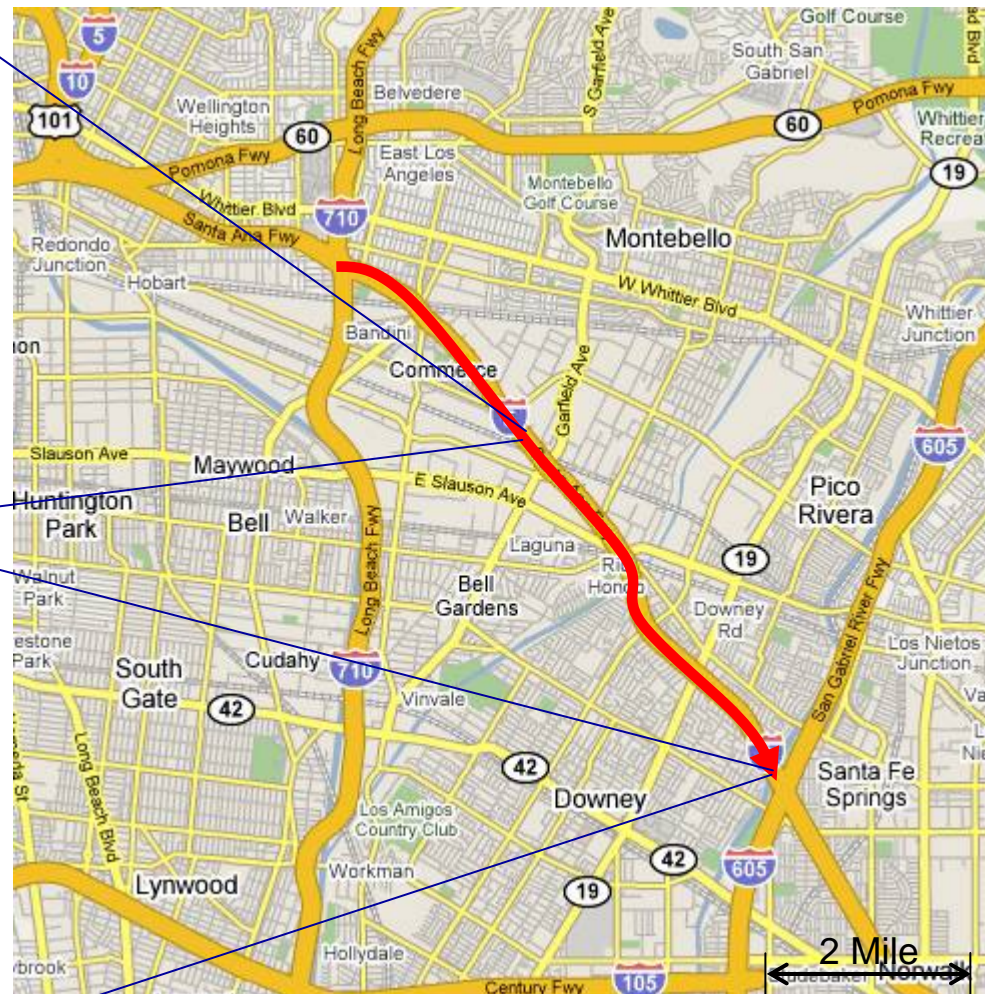
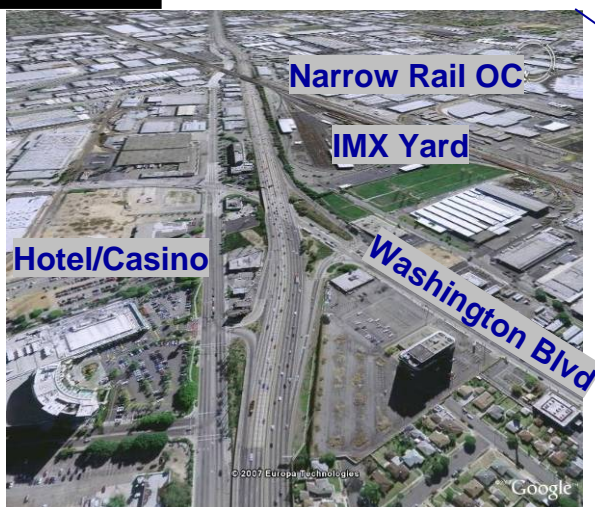
# Los Angeles – US-101 NB from SR-110 to SR-134



## Los Angeles – I-405 SB from I-10 to I-105



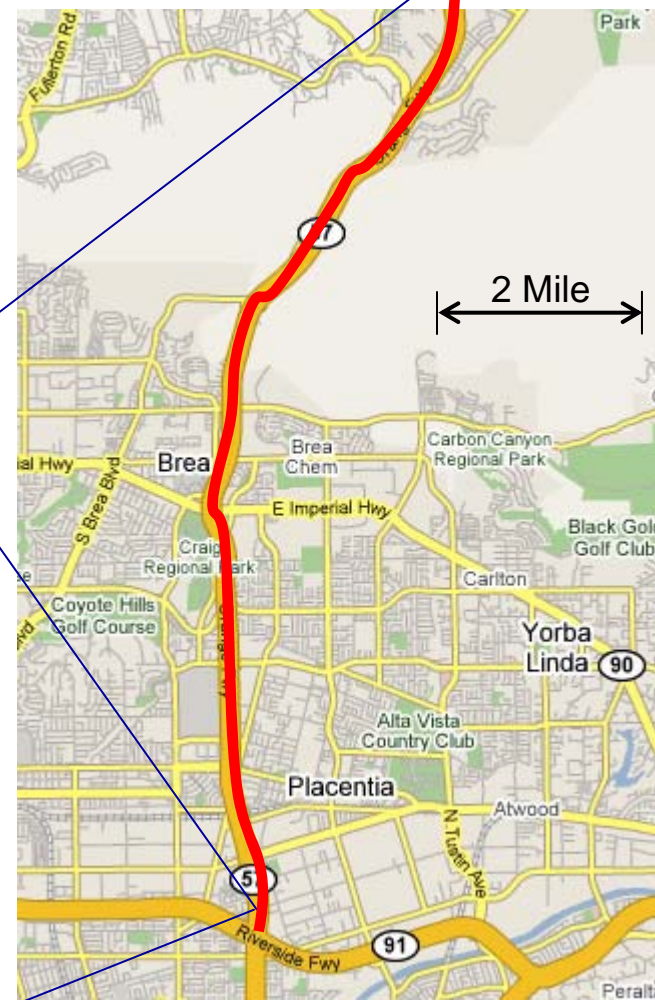
## Los Angeles – I-5 SB from I-710 to I-605



## Orange – SR-91 EB from SR-55 to Riverside County

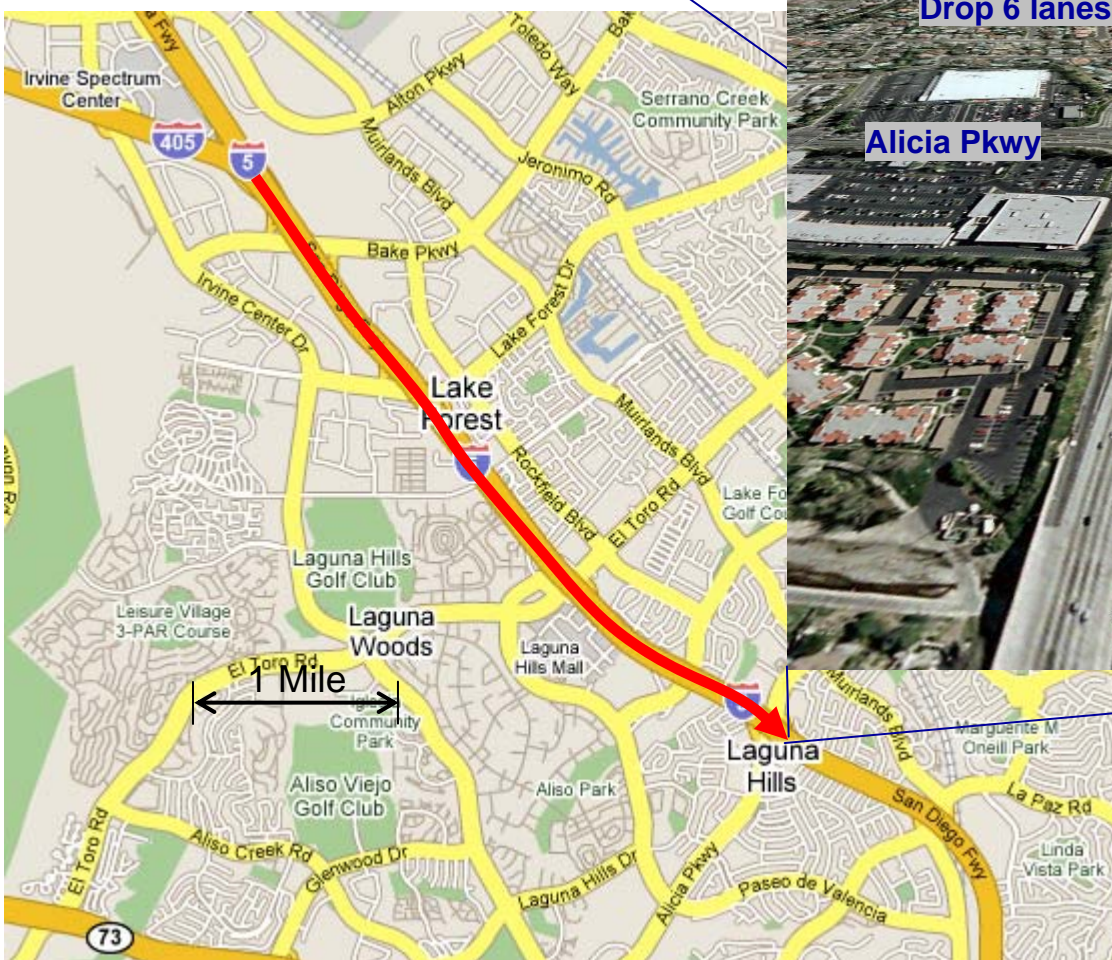


## Orange – SR-57 NB from SR-91 to Los Angeles County

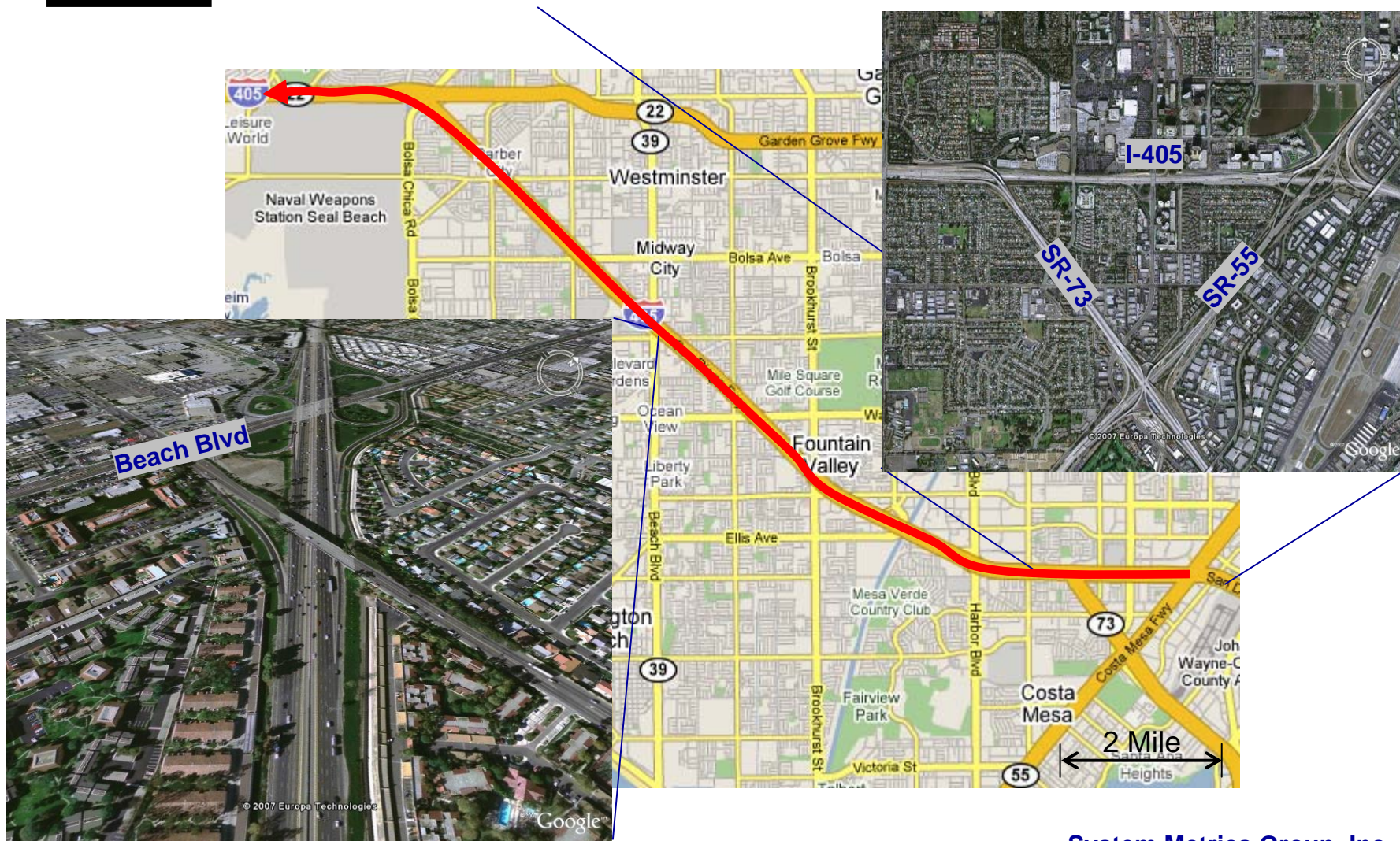


System Metrics Group, Inc.

## Orange – I-5 SB from I-405 to Alicia Pkwy



## Orange – I-405 NB from SR-55 to SR-22



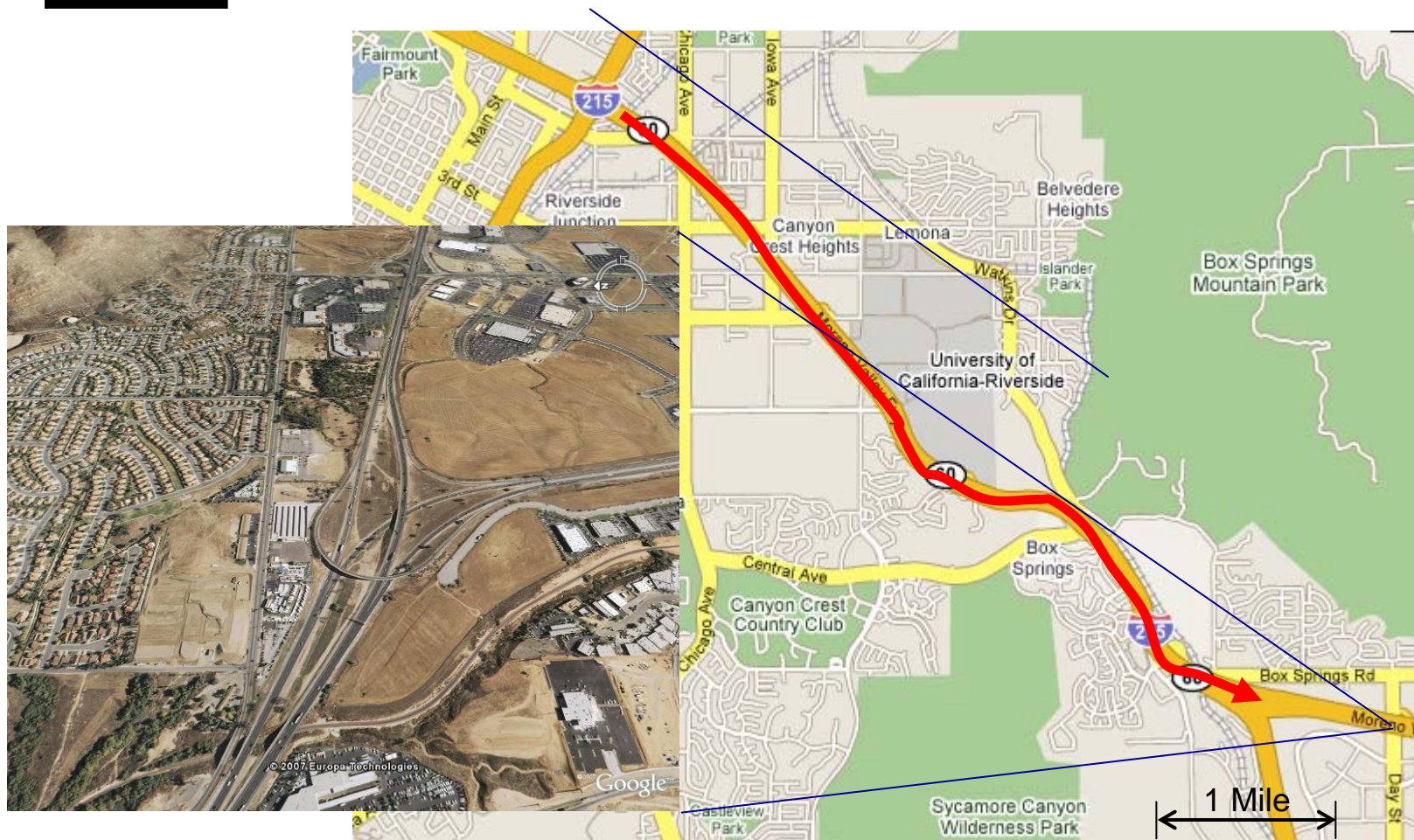
## Riverside – SR-91 from Orange County Line to I-15



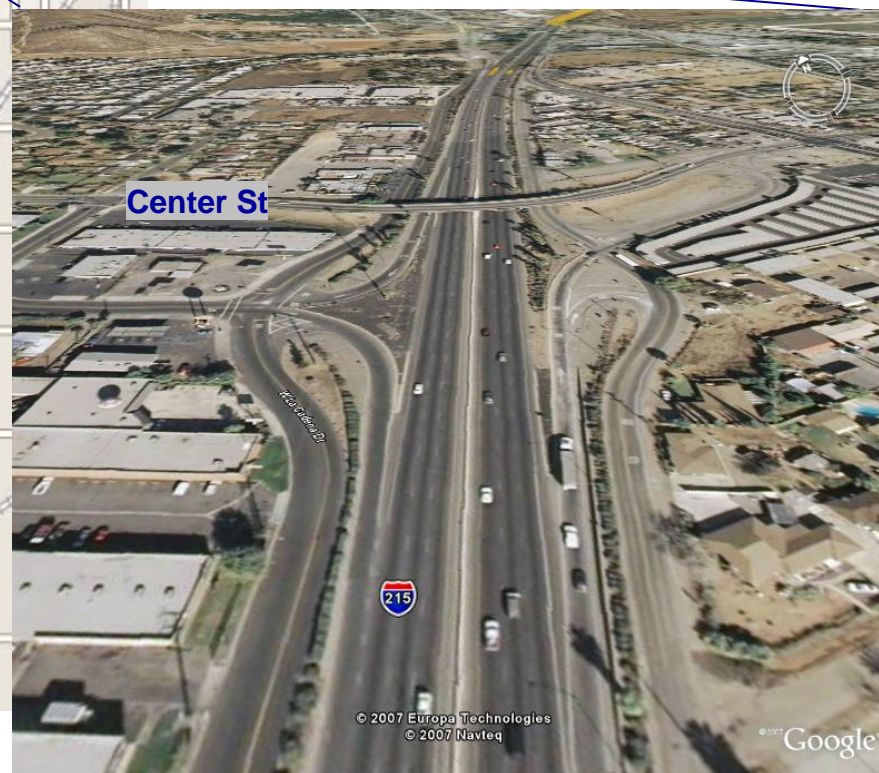
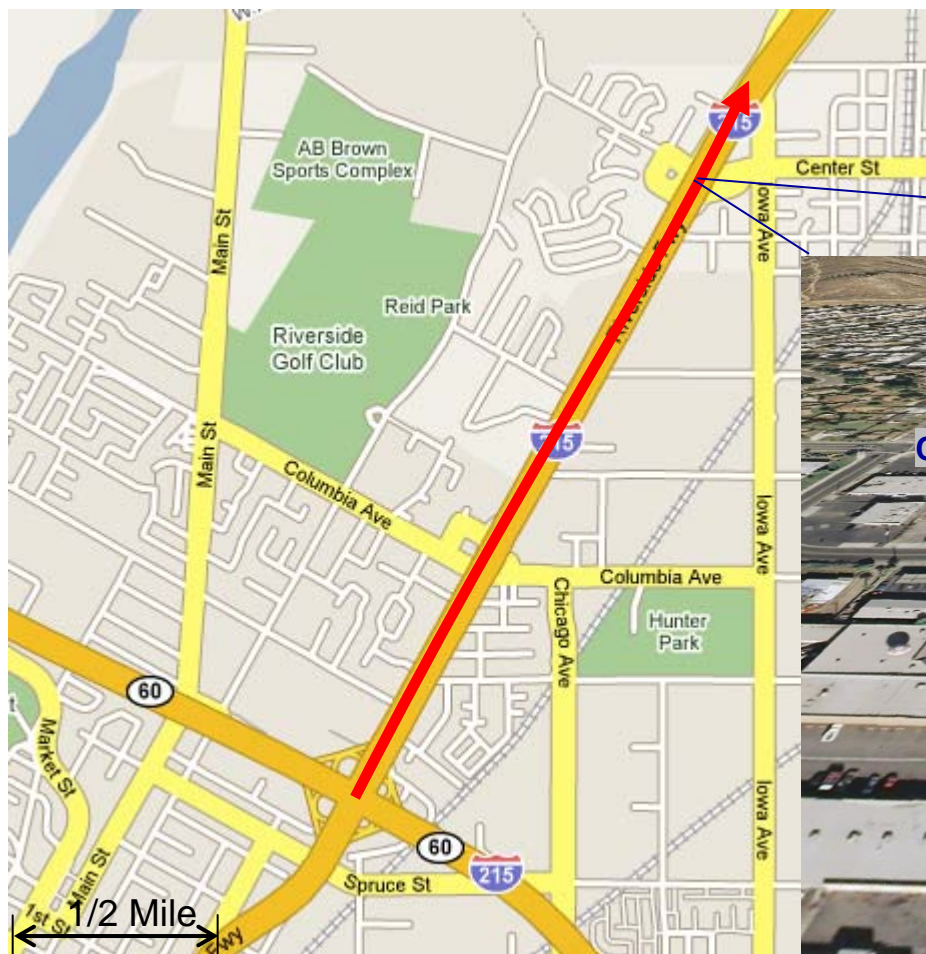
## Riverside – SR-91 EB from I-15 to SR-60/I-215



## Riverside – I-215/SR-60 SB/EB from SR-91 to 215/60



## Riverside – I-215 NB from 91/60/215 to SBD Co. Line



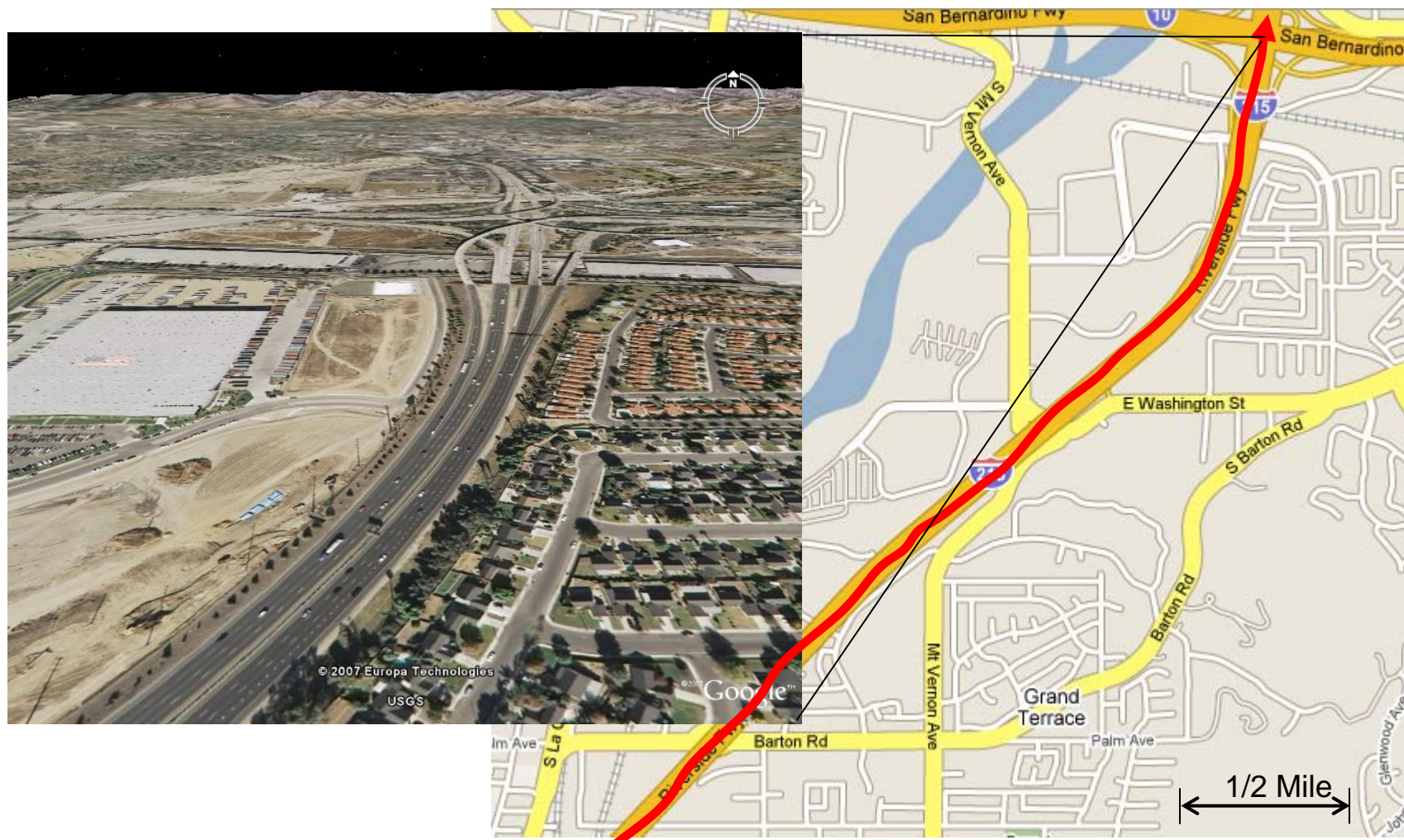
## San Bernardino – I-10 EB from I-215 to SR-30



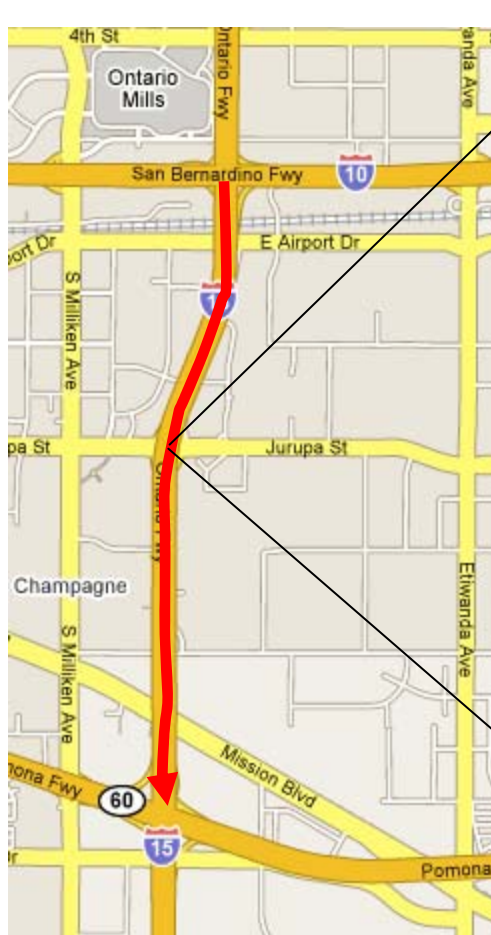
## San Bernardino – I-10 EB from Vineyard Rd to I-15



## San Bernardino – I-215 NB from RIV Co. Line to I-10



## San Bernardino – I-15 SB from I-10 to RIV Co. Line



## Next Steps

---

- We need to incorporate your feedback
- We also need to consider future conditions (e.g., some congested areas will likely worsen more than others)
- We can augment the list with AM peak congested areas (although PM peak delays are significantly higher)
- We also want to start updating preservation needs and need counties and cities to share their latest and greatest pavement condition and needs data. The same applies to transit operators.
- Productivity losses will also be computed where we have detection
- Safety statistics will also be compiled and presented to the extent possible
- All this has to occur over the next couple of months so we can maintain our overall schedule.